SILVER, after death LEAD. Jews that have found wealth and freedom in America, and that have contributed so much to the prosperity of America, are now demonstrating their belief that GOLD is the thing to give.

Fourteen millions of dollars are needed, and fourteen millions of dollars unquestionably will be RAISED to help hundreds of thousands of Jewish war victims in Europe.

Chicago has already given two million dollars. Philadelphia in one week contributed one million dollars. New York city on the opening day of the campaign contributed a million dollars.

In Eastern Europe hundreds of thousands of pitiful, thin little hands are stretched out empty, hundreds of thousands of miserable mothers walk the weary roads, homeless. There is not a human being, however cold, but would empty his pockets if he could actually SEE that horrible misery.

It takes little imagination to see it, and to give.

Next to the ability of Jews, their charity is the best answer to envious critics. They gave more than their share to all charities in war-Red Cross, Y. M. C. A., Salvation Army, Knights of Columbus. They have already given forty-seven million dollars to help their co-religionists abroad. Now they will give fourteen millions more. When they start to raise money they RAISE it.

Directors of the Better Business Association are gathered in St. Louis. Part of their work is to "make advertising honest." That's important, but more important is to make advertising effective.

What is not honest in advertising falls of its own weight and

The main thing is to make advertising command the attention of the reader.

Many in their advertising remind you of a man whispering a great crowd to attract attention. You must make everybody KNOW that you are advertising. You need not necessarily use big type to do it.

But you must, in successful advertising as in everything else, COMMAND attention. For the one that COMMANDS there is always plenty of business.

"Back to nature and primitive life," sounds pretty, in JEAN JACQUES ROUSSEAU, but from history of past centuries, and from DOUKHOBORS in British Columbia today, you learn that "Back to nature" means back to brutality and sav-

Doukhobors, who call themselves "CHRISTIAN COM-MUNITY OF UNIVERSAL BROTHERHOOD," don't like taxation and want to roam.

Their leader, Peter Veregin, announces that to simplify their wanderings, they will drown the young, the very old, the infirm.

Civilization is a complicated institution. And there is no simplifying it, for the present, without reverting to savagery.

The news of the airship disaster in Hampton Roads yesterday fills the country with horror, but sust not discourage.

The remedy is to get the right airship, made the right way. We tried an English machine, it fell and killed our men in England. An Italian machine-not fairly tried, as we took out Italian engines and put in our own-exploded with loss of life yesterday.

Flying machines of all kinds must serve this country. right kind must be found.

Try now what the Germans They apparently have been able to manufacture airships that go out and come

Hiram Johnson of California wants to know what you will want to know—why England may fortify her distant possessions at Singapore, while the United States is forbidden to the Philippines and

We interfere in no way with Japan's fortification in the FAR EAST. Why do we allow Japan and England to dictate what we shall do with our FAR EASTERN possessions?

freezing. Thursday showers. Fresh south winds.

NUMBER 12,171.



WASHINGTON, WEDNESDAY EVENING, FEBRUARY 22, 1922.

CALLS THE TIMES

THREE CENTS EVERYWHERE.

Airship Crash Due To Faulty Stabilizers

SANDS BELIEVED FOUND

Airship Disaster As
Seen by Artist

Huge Roma Crashing to Ground And Bursting Into Inferno of Flame.

Await Identification From Los Angeles.

CONCORD, N. C., Feb. 22.-A man whom local police authorities suspect of being Edward F. Sands, the missing valet in the Taylor murder case, is held without bail in the fail here today, while advices are awaited from Los An-

Says He's Bookkeeper. Police Talbert as Harvey H. Adams. He said he was a bookkeeper and accountant, and that his home was Richmond, Va., although he admitted he had not been in Richmond for some time. When arrested, he said he was on his way to Mt. Holly, N. C., to try to get work as an ac-countant with a construction firm.

national News Service. The suspect is about five feet, scar on the left cheek, one under shoulder. He has brown hair, blue ship out of control.

eyes, and apparently is about forty

The twin disasters to the great old. He is well dressed.

Denies He's Sands. Adams indignantly denied that he ice officers to seriously fornia, although he denied ever hav- this Government.

where the man had ordered a meal. advanced type to be built in Ger Police Talbert he reached Salisbury, N. C., yesterday in a box car and then proceeded to Concord in company with a traveling salesman.

Descriptions of Sands, according to those noted in descriptions of Sands sent out from Los Angeles

Sys He Knows Slayer.

DETROIT, Feb. 22.-Declaring he the William Desmond Taylor murder and that he knows and will disclose the identity of Taylor's slay er. Harry N. Fields, confessed and convicted forger, day made a statement in which he told Chief Edward H. Fox his detailed movements the week of the

Fields was arrested for the De roit police in Buffalo, N. Y., February 6 and returned here for trial on The thirty-odd victims of the crash a forgery charge. He was convict. were well-known in Washington, forgery charge. He was convicted before Judge Marsh on Februfor sentence.

Other news of the Taylor murder on Page 3, Col. 4.

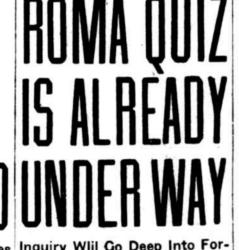
WILL NOT O. K. CIGARETTE SMOKERS AS TEACHERS

HOLLAND, Mich., Feb. 22.-Declaring that cigarette smoking lowers he mentality of youths from 10 to 16 per cent, according to actual ex-periments, Dr. John B. Nykerk, dean of Hope College, in an order made public today, announces that no student who smokes cigarettes will be ommended by the faculty as a teacher in high schools and acad-

"No Hope man shall be guilty of communicating the filthy habit by ERITAIN HALTS SHIP WORK, example to his pupils," Dr. Nykerk

FIND \$100,000 IN BOOZE

IN REDISTILLING PLANT NEW YORK, Feb. 22.-Federal rohibition agents raided a big dis-\$100,000 worth of spirits and arrest- Washington naval treaty fails ing three men.



Published week-days evening and Sunday mora-ing. Entered as escond-class matter at the Postorfice at Washington, D. C.

North Carolina Authorities Inquiry Will Go Deep Into Foreign Construction of Dirigibles.

> By International News Service. A searching investigation into th Roma disaster, which cost nearly two-score lives, is already under-

The Roma investigation probably will go far deeper than the mere ascertainment of the causes of the fatall crash. Appalled by The man gave his name to chief of aircraft recently, particularly the lighter than-air type of the Roma, officers of the army and navy air service said the probe would go into the fundamentals of lighter-

than air construction. Like ZR-2 Crash.

service officers were We believe he is the man," Chief to point out today that the ZR-2 "We believe he is the man," Chief and the Roma disasters were not of Police Talbert told the Interdissimilar. In the case of the ZR-2 it was faulty construction, which eight inches in height, and weighs well over 200 pounds. He has a scar on the left cheek, one under chin and another on the left construction which caused one of the elevators to slip and throw the

dirigibles, both of foreign design and manufacture, caused air servis Sands. Chief Talbert said, how- today the advisability of further ever, that during a long grilling he dealing with foreign types of these revealed himself as being familiar ships. The Roma was of Italian with the moving picture business construction and the ZR-2 of Brit-The Roma was of Italian and with the movie colony in Cali-ish. Both had been purchased by

The Navy is particularly interest The arrest was made by the chief ed because it is now negotiating of police himself in a local cafe for a German Zeppelin of the most The suspect was arrested within many under American supervision. en minutes after he had arrived Work has not actually been begun He told Chief of on the new ship yet hitch in the financial arrangements. Propose Helium Gas.

One result of the Norfolk disas

ter, air service experts asserted today, would be to advance the use to Talbert, tally closely with the man under arrest. Old scars, Talbert said, bear a strong resemblance is now known, was filled with or dinary hydrogen gas, and officers said if helium had been used the disaster undoubtedly would have reached the proportionss it did. The first explosion which followed in Los Angeles the night of the crash of the big ship was presumably caused by the ship's comsion electric wires. The use of helium gas, they believed, would have prevented the explosion and if not preventing the fire, at least would vive the disaster, today blamed the have lessened its magnitude and

terror atmosphere of gloom about both ship refused to respond to War and Navy Departments today. elevating controls while 600 fee having made frequent trips to the 11 and remanded to the county Capital from the army base at Lang-

GENOA PARLEY EXPECTED

TO BE SET FOR MARCH 23 LONDON, Feb. 22 .- The internaional economic conference at Genoa will be postponed from March 8 to March 23, according to opinion expressed today in Downing street. Premier Lloyd George is expected go to Paris on Saturday to confer with Premier Poincare.

ROME, Feb. 22 .- The formal reuest of France for postponement of the Genoa conference has been pigeonholed by the foreign office pending formation of a new cabinet.

AWAITING TREATY O. K.

LONDON, Feb. 22.-Lieut. Col. L. Amery, speaking for the governkeels of the proposed four new super-hood dreadnoughts unless one keels of tillery for the conversion of desuper-hood dreadnoughts unless one was thrown into a ditch that ran natured alcohol, seizing more than of the powers signatory to the across the field. That instant, s ratify, it.



Lieut. B. G. Burt, in Charge, Declares Ship Repeatedly Refused to Respond.

NORFOLK, Va., Feb. 22.—Lieut. Byron G. Burt, elevating pilot on the ill-fated Roma, and the only active flight control officer to sur crash on the failure of control in The Roma catastrophe threw an International News Service that the elevating controls while 600 feet in the air and dove head first into the ground at an angle of forty-five degrees.
"I noticed that soon after we left

Langley Field the ship was having trouble in keeping her head up," Burt said. "I tried the controls repeatedly, but she maneuvered very badly. While above the army supply base, the elevators failed en tirely to respond to the controls. called attention to this unusual predicament and then noticed that the ship was falling by the head. couldn't

threw the control levers far over and ordinarily the Roma should have nosed up in the air, but she continued to settle. We went down and down and as we neared the earth, the men realized that we were gonig to crash. They became

"A few, I think, leaped over the side—one dove with a parachute heard later that it failed to open "I remained at the controls still trying to nose her up, but as we neared the ground, the envelope struck the overhead electric wires ment, announced in the House of paralleling the road into camp. Commons this afternoon that the The next instant we struck, nose will not lay down the first. The bag seemed to roll over the proposed four new as she settled on the ground. I was thrown into a ditch that ran sweeping gusts of flame.

Roma's Casualty List

NEWPORT NEWS, Va., Feb. 22 .- The official casualty ist of the crash of the semi-rigid dirigible Roma, issued to day at the temporary morgue, was as follows:

DEAD.

Maj. John G. Thornell, married, Sidney, Iowa. Maj. Walter W. Vantsmeier, married, Freeport, Ill.

Capt. Dale Mabry, single, Tampa, Fla. Capt. Frederick J. Durrschmidt, single, Derby, Conn. Capt. George B. Watts, Indianola, Miss..

Capt. Allen T. McFarland, single, Indianapolis, Ind. First Lieut. John R. Hall, married, Kingville, Mo. First Lieut. Wallace C. Burns, married, Brandon,

First Lieut. Wallace C. Cummings, married, Spring. field, Tenn.

First Lieut. William E. Riley, married, New York. First Lieut. Clifford E. Smythe, married, Chicago. First Lieut. Ambrose V. Clinton, married, Savannah,

First Lieut. Harold K. Hine, single, Bridgeport,

Civilian Walter W. Stryker, Dayton, Ohio. Civilian Robert J. Hanson, Dayton, Ohio. Civilian William O'Loughlin, Dayton, Ohio. Civilian — Hartigan, Dayton, Ohio, or Cressie R. Merriman, Mitchell Field, N. Y.

Civilian Charles M. Schulenburg, Dayton, Ohio. Master Sergt. Roger C. McNally, Philadelphia. Master Sergt. James Murray, New York. Master Sergt. Homer Gorby, Raymond City, W. Va. Technical Sergt. Lee M. Harris, Langley Field, Va. Staff Sergt. Louis Hillard, Cold Water, Kan. Staff Sergt. Marion J. Beall, La Plata, Mo. Sergt. Thomas A. Yarborough, Selma, Ala.

(Continued on Page 2, Column 3.)

NORFOLK, Va., Feb. 22.—Maj. Gen. Mason M. Pat-

rick, chief of the army air service, today informed the International News Service that his preliminary investigation had shown that the crash of the Roma was due to faulty elevating control. He termed the disaster a "great blow to the air service."

"I have directed a very thorough investigation to determine, if possible, the cause of the terrible disaster," said General Patrick. "The information at hand indicates that some accident occurred to the control which regulated the altitude of the Roma and that she came down striking high tension electric wires, which caused the fire. There was no explosion and no fire when the ship was in the air.

Board Taking Testimony.

"The board of officers is now taking testimony and will report to me as soon as possible their conclusions. Everything possible is being done for the families of the men who lost their lives and for the comfort of the men who were saved."

Lieut. Col. Arthur G. Fisher, acting commander of the army air base at Langley Field, made the following announcement:

"The cause of the crash of the Roma was due to failure of the controls to function. The trouble developed at an altitude of 600 feet and pilots of the ship were unable to prevent its descent. The bag caught fire following an explosion caused by contact with a 2,500-volt transit line.. The large number of casualties was due to the explosion and resultant fire. Otherwise, a much

By WILLIAM HUTCHINSON.

International News Service.

larger number would have escaped serious injury."

ARMY SUPPLY BASE, HAMPTON ROADS, Va., Feb. 22.—A charred skeleton of twisted metal, splashed with bits of frayed cloth, today marked the spot where thirty-four American army airmen died in the crash of the semi-rigid Roma, yesterday afternoon.

While three concurrent investigations were being rushed by army officials, fellow-airmen honored their dead as crusaders of the sky who were suddenly overtaken by a fickle fate. There are eleven survivors

Major Reardon and Walter A. making its first test flight McNair Only Washingtonians on Fatal Flight.

Two members of the ill-fated air ship Roma were Washingtonians Neither was killed, although both er stories, it was apparent were seriously injured. They are: today that the crew and pas-Major John D. Reardon and Walter A. McNair, of the Bureau of Stand-

most part "never had a Reports from Norfolk this morning chance to escape." Trapped stated that, although each of them

beneath the falling envelope had been injured, that they would of the bag, they were blastboth recover. Major Reardon, according to the meager reports that reached Wash- ed into blackened, shriveled corpses in the first great ington today, suffered severe shock

and a fractured leg. The extent of McNair's injuries were not stated in explosion that followed the the early dispatches. McNair was aboard the ship to

make tests on an air-speed indicator. He is assistant physicist at the Bureau of Standards, and is, together with several of his bureau associates, interested in the development of the He is the son of F. W. McNair, president of the Michigan College of

The handful who escaped

either dived from the cabins just before the crash or else Mines, and had been employed at the landed in deep gulleys that year. He lives at 3208 Newark street. criss-crossed the field on

Dived From Cabins.

of the crash and the terrific

fire that made a funeral

pyre of the trapped airmen.

Those of the survivors able

to talk today blamed the

catastrophe on broken sta-

bilization controls and a

Liberty motor that "went

dead." The Roma was

after Liberty motors had re-

placed the original Italian

sengers of the Roma for the

Out of the maze of count-

engines.